

SCHOONER COL. BAKER.

LETTER

FROM

THE ACTING SECRETARY OF WAR,

TRANSMITTING,

WITH A LETTER FROM THE QUARTERMASTER-GENERAL,
PAPERS RELATING TO THE CLAIMS OF OWNERS OF THE
SCHOONER COL. BAKER.

FEBRUARY 23, 1904.—Referred to the Committee on Claims and ordered to be
printed.

WAR DEPARTMENT,
Washington, February 19, 1904.

SIR: I have the honor to transmit herewith a letter from the Quartermaster-General of the Army, dated the 15th instant, together with other papers in support of the claim of the owners of the schooner *Col. Baker*, stated at \$103.60, for repairs of damage done to that vessel by the U. S. tug *Slocum* as a result of a collision in San Francisco Harbor on December 11, 1903.

It appears from these papers that the damage was caused by the tug backing into the schooner, which was lying at the wharf, by reason of the failure of the chief engineer of the tug to correctly answer the signal from the master to go full speed ahead, and instead went full speed astern, which caused the collision referred to.

A report of a board which made a survey of the schooner at the time of the accident is herewith, from which it appears that the damage, as set forth in the claim, was actually done. The claim being one for unliquidated damages which no executive officer of the Government is authorized to settle, the matter is submitted to Congress in accordance with the recommendation of the Quartermaster-General, with request for favorable consideration.

Very respectfully,

ROBERT SHAW OLIVER,
Acting Secretary of War.

THE SPEAKER OF THE HOUSE OF REPRESENTATIVES.

WAR DEPARTMENT,
OFFICE OF THE QUARTERMASTER-GENERAL,
Washington, February 15, 1904.

SIR: I have the honor to submit herewith claim of the owners of the schooner *Col. Baker* for repairs of damage done to that vessel by the U. S. tug *Slocum* by collision on December 11, 1903, amounting to \$103.60.

Accompanying the claim is a bill of items for material and work furnished in making the repairs referred to.

The damage was caused by the tug *Slocum* backing into the schooner, which was lying at the wharf, by reason of the failure of the chief engineer of the tug *Slocum* to correctly answer the signal from the master to go full speed ahead and instead went full speed astern, which caused the tug to collide with the schooner.

A report of a board, consisting of John Donnelly, superintending engineer, army transport service; R. K. Dunn, superintendent of dock, army transport service, and James H. Humphrey, civil engineer, is herewith, stating that they made survey of the schooner at the time of the accident and found that the damage as set forth in the claim was done and that the amount claimed is a reasonable charge for the repairs.

The claim is one for damage for the payment of which there are no funds of the Quartermaster's Department available, and Congress alone can grant relief in such cases.

It is respectfully recommended that Congress be asked to authorize payment of the claim as stated and appropriate the sum of \$103.60 in payment thereof.

Very respectfully,

The SECRETARY OF WAR.

C. F. HUMPHREY,
Quartermaster-General, U. S. Army.

ARMY TRANSPORT SERVICE,
OFFICE OF THE SUPERINTENDING ENGINEER,
San Francisco, Cal., January 28, 1904.

SIR: Inclosed herewith find bill in triplicate from owners of the schooner *Col. Baker*, for repairs of damage sustained by that vessel by being backed into by the tug *Slocum*, December 11, 1903. We made a survey of the vessel at the time and found that the damage as set forth in the claim was done, and the amount, \$103.60, is a reasonable charge for the repairs.

Respectfully,

JNO. DONNELLY,
Superintending Engineer, Army Transport Service.
R. K. DUNN,
Superintendent of Dock, Army Transport Service.
JAS. H. HUMPHREY,
Civil Engineer, Quartermaster's Department.

Maj. C. A. DEVOL,
General Superintendent, Army Transport Service, San Francisco, Cal.

SAN FRANCISCO, January 25, 1904.

United States Army Transport Service, to schooner Col. Baker, Dr.

For repairs to vessel as per bill attached \$103. 60

Damage done by the tug *Slocum*, December 11, 1893, by backing down on schooner when moored at Folsom street wharf No. 2.

Respectfully,

JNO. WHITTINGTON,
Managing Owner.

SAN FRANCISCO, December 16, 1903.

*Schooner Col. Baker and owners, to William Munder & Sons, Dr., marine ways No. 956,
Fifth avenue south.*

Dec. 14.	13½ days' carpenter and caulker work, at \$4.50.....	\$60.75
	404 feet surfaced lumber, at 3 cents	12.12
	116 feet tongued and grooved, surfaced 2 sides, No. 1, at 4½ cents....	4.93
	268 feet tongued and grooved, surfaced 1 side, No. 1, at 4 cents.....	11.72
	22 feet surfaced red, at 5 cents	1.10
	44 feet oak, at 12 cents	5.28
	24 pounds Jah. cut nails, at 8 cents	1.92
	42 pounds Jah. spikes, at 6 cents	2.52
	36 pounds iron, at 4 cents	1.44
	60 deck plugs20
	7 pounds spun oakum, at 14 cents.....	.98
	2 pounds Jah. clinch rings44
	1 pair brass port hinges40
	1 dozen brass screws, 1 inch20
	1 porcelain knob and brass button25
	1 4-inch brass hook and eye20
	1 can Portland cement.....	.15
	Total	103.60

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